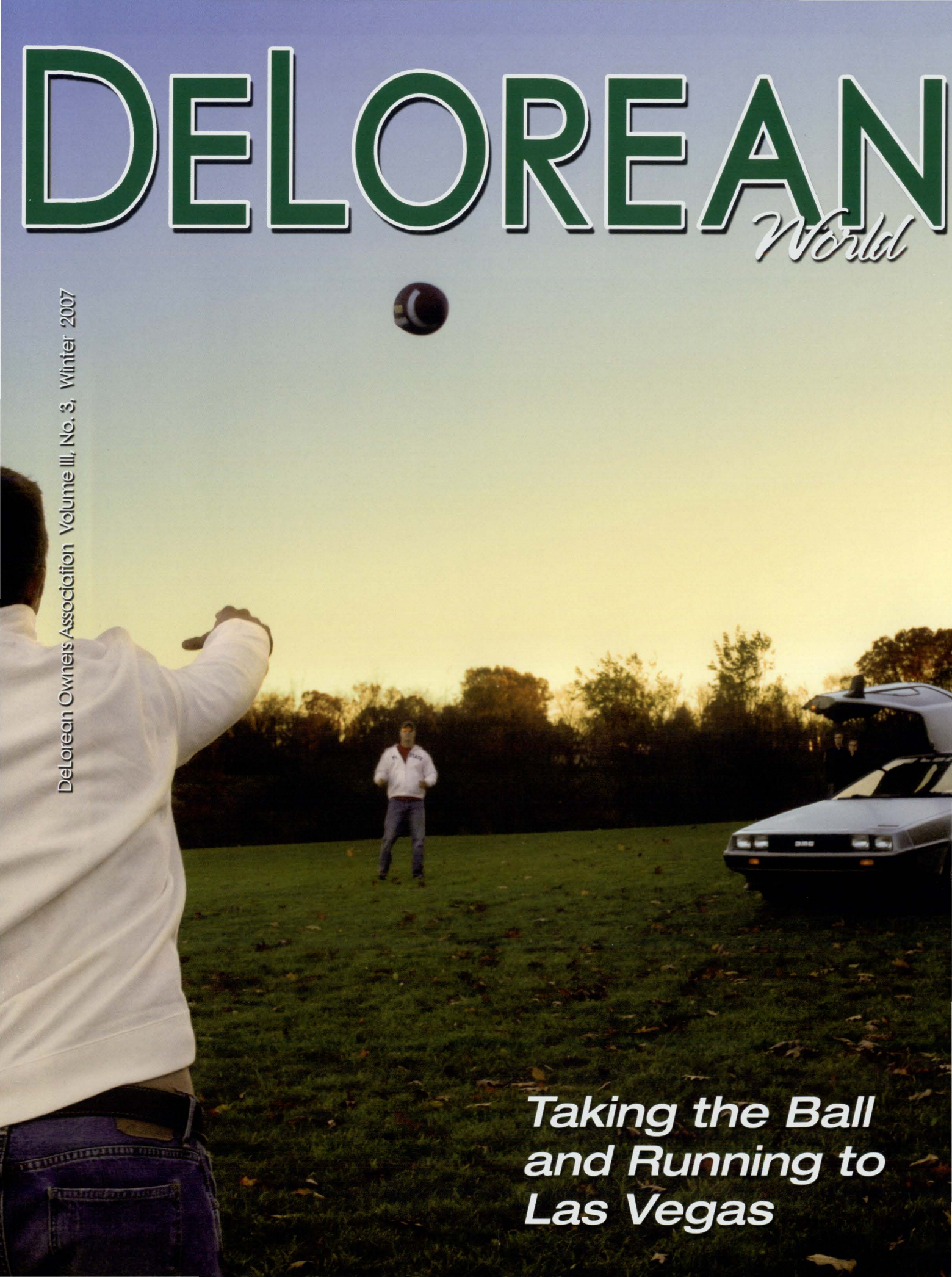
DeLorean World

DeLorean Owners Association Volume III, No. 3, Winter 2007



Taking the Ball and Running to Las Vegas

Las Vegas

red rock
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Las Vegas

May 18-20, 2007

An event for the ages.

Concours d'Elegance
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We're committed to this vision. Call it an event for the ages. Many of you remember the golden days of Association events across America. But that's not what's happening here. No, we're making it better.

The DeLorean Owners Association invites you to Las Vegas in May 2007. Come for the music, the shows, the spas, the gambling, the relaxation and cuisine that Sin City has to offer. There's little doubt that Las Vegas has become the greatest vacation hot spot in the world. You deserve to take the time off. And while you're here, we welcome you to join us for an event that will redefine DeLorean class and style. Dress will be formal. The experience will be unforgettable.

Our special guests have been contacted. Our location is set and the ideas are on the table. Red Rock is one of the newest and most modern casinos in the world. We've invited DeLorean employees Doug Patterson, Joe Murray and C.R. Brown. We've asked Jim Bates, former owner of three preproduction DeLoreans to be on hand to discuss his experiences. Even the famed designer Giorgetto Giugiaro is intrigued. Prototype One will be on hand along with former owner Bill Yacobozzi. We've invited Fred Dellis to share his thoughts about Legend DeLorean 502 and Tony Ierardi plans to have the car ready to beat the time trials first set in *Road & Track Magazine* 22 years ago. We're giving you the opportunity to say you were there when it happened. Imagine a caravan of DeLoreans stretching from one end of Hoover Dam to the other, from Nevada to Arizona. We're giving you the opportunity to say your DeLorean was part of the pack. We've contacted the Associated Press, professional photographers are standing by and the Red Rock is opening its doors to showcase our cars and to provide us with first class dining. See the prototype, preproduction and production DeLoreans in the same room. Because chances are, you'll never see it again.

The Concours d'Elegance will determine the most beautiful DeLorean in the world. We challenge you to enter and win the largest and most beautiful prizes ever awarded in DeLorean competition.

Visit us often at our newly revamped website-
www.deloreanowners.org-
for more details. We're taking the first 200 guests, both members and non-members alike. After that, you'll have to read about it. Sign up today, online or call our membership hotline at 949.218.2058. Prices will go up after March 1.

Commit to the vision. Help us to promote John DeLorean's dream to the rest of the world.

DELOREAN World

www.deloreanmagazine.com

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PRESIDENT'S MESSAGE

I'm excited. The DeLorean Owners Association is back in full swing with our upcoming grand event in Las Vegas. Hard work, time and travel have layed the foundation for something great. The Las Vegas venue will provide our DeLoreans with a class and style well deserved but lacking in the 21st Century. The Association is dedicated to the details and styling of the DeLoreans you own. That is why we've selected one of the newest, modern and exciting hotels that Las Vegas has to offer. I hope to see all of you there for a great weekend next May.

Many changes have occurred in the past few months in more ways than one. As some of you already know, Universal Studios has pulled out the Back to the Future rides and are moving on with other venues. The first thing that came to my mind was the future of the DeLorean and what it means. Things come and go. Trends are here and there. But what holds the DeLorean on its own two feet is the incredible history of a man, a designer and the ingenuity it took to create such an automobile. While we will always remember the DeLorean for its screen time, we now also start to open our eyes a bit more to the unique DeLoreans, the people involved to help create the car and the design decisions that were made. Las Vegas will do just that and we know you will be pleased.

Before my involvement with the Association, I was a devoted but dormant member of the group. As I get involved with many of our upcoming events and projects, I realize more and more that it is all of us that make the Association thrive. It can be no more than what we all make it. I encourage all of our members to contribute. Use your skills and put into action to make the Association the best it can be. See you all in May.

Sincerely,

Tony Hilger
director@deloreanmagazine.com

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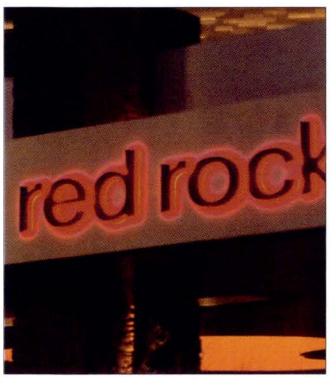
DeLorean World

winter 2007

features features features features features features



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A SPECIAL EVENT, LAS VEGAS
What happens in Vegas will be the greatest DeLorean show of the 21st Century.

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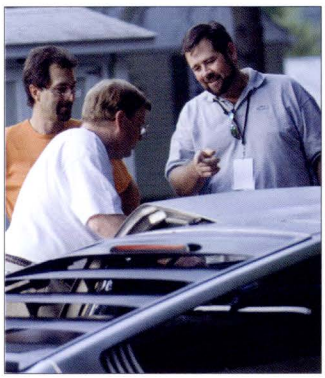
It's preproduction all right and full of goodies. Pilot 21 is found and sold.



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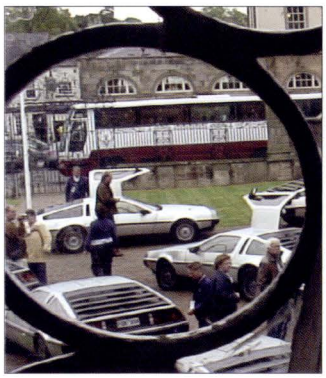

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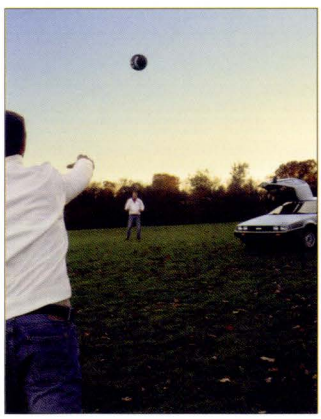
It was a whopper of a party. Ron Ferguson relates his experience in Ireland.



on the cover

Nate Morgan throws long.
photographed by
Patricia Collins

plus plus plus

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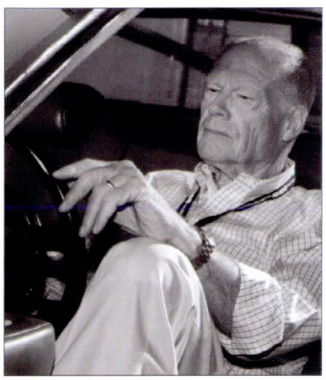

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Kevin Abato captured the engineer back to form in his 30-year-old creation.

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BREAKING AWAY

It's not uncommon that we write about a special DeLorean and it gets sold shortly after. But this time, we've already introduced you to the buyer. And when it comes to restoration, he's meticulous, unrelenting and a perfectionist. That's exactly what we want for 502.

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THE WINTER PARK DELOREAN

Ken Baker shares his experience at Florida's prestigious Winter Park.

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Sana Barbara, CA 93111
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Printed in the U.S.A.

Postmaster send change of address to:
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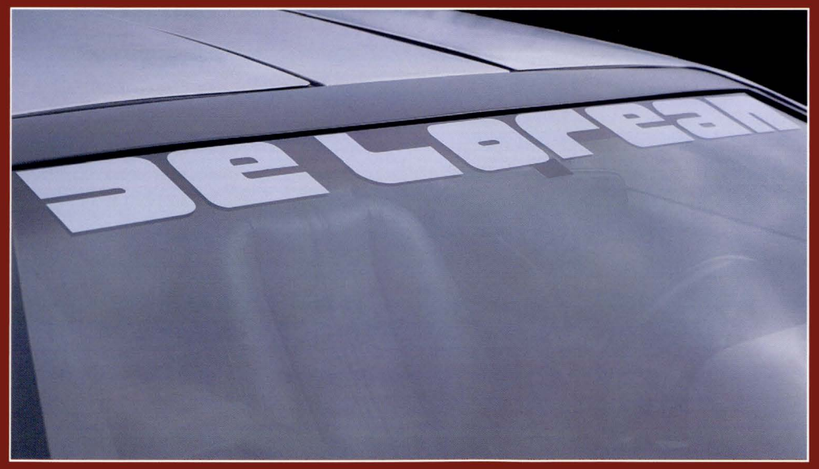

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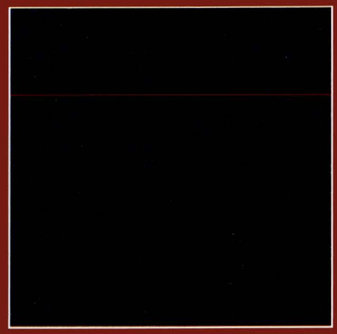

BLACK

GRAPHITE

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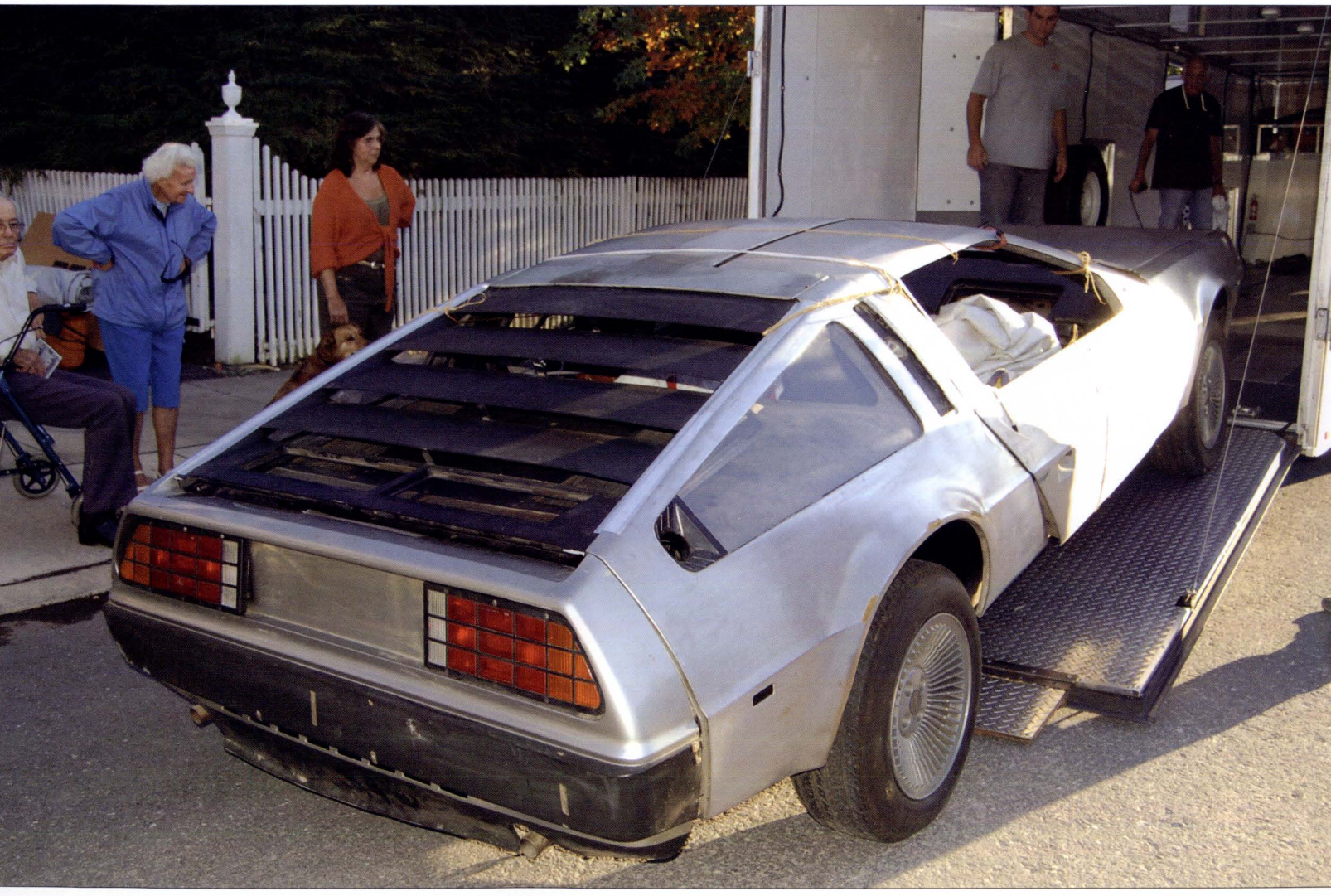
RETURN OF THE MULE

by Daniel Fuentes
photos by Kelly Callenberger & Tony Hilger

Construction had begun. The foundation was laid. The first buildings were up, and the main factory would soon take shape dressed with its DMC banner. Yet even as the structures were unfinished, DeLoreans could already be seen racing along the test track in the spring of 1980. Chassis testing was complete–they'd have to go with regular steel, and the black paint used to coat the frames wouldn't make it to production. Preproduction cars 19, 20 and 21 were fitted with the first stainless steel panels. John DeLorean's car was finally



The new owner is all smiles. ▶

beginning to take form. Arrangements were made to ship the three mules to America for emissions testing at Olsen Engineering.

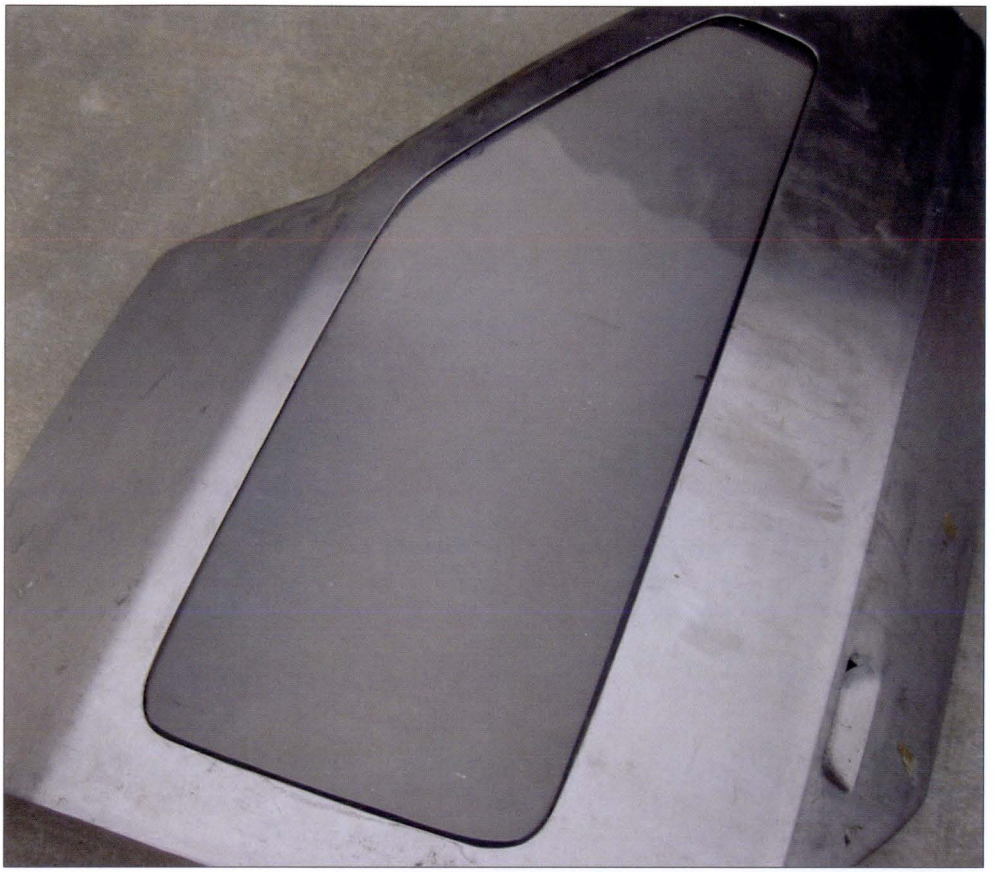
They must have been quite a sight when first arriving in California. The interiors were only partially complete. Great pains were taken to complete an all black leather interior with matching black carpets and black headliner. But the windows were still Plexiglas. Some were full windows, others test designs for sliders. The Renault steering wheels were still in use-probably thrown out later for the smaller production wheel because of the tight fit against the driver's legs. The passenger seats were missing. The driver seats were softer with superior lower back support compared to the later, more cost efficient, production seat. Speakers and stereos

hadn't been decided upon and were missing. The emergency brake was being moved from the left side to the right side of the driver and back again. The gullwing doors varied with interior ideas, some as a stainless steel mesh, others with various leather ideas. They barely closed. Externally, the stainless steel panels glistened dully with mild grains. But none of that was the point. The most finely tuned PRV-6 engines on hand had been carefully installed into the mules. No expense was spared to ensure that the DeLorean would pass American emission inspection. A little present was left in either pontoon so that Olsen would guarantee the fact.[1]

4,000 miles non-stop, 19, 20 & 21 were trialed mercilessly but without fail. Heat blankets were applied to the gas tanks. Temperature was measured. In every category, Olsen felt satisfied that DeLoreans would meet American standards.

▲ *Pilot 21 came with a brand new windshield in an unopened factory box.*

[1] *See Sascha Skucek's upcoming DeLorean book due out next year.*



The full-sized Plexiglass window of Pilot 21.

But payment from DeLorean Motor Company never came. With the following year, production DeLoreans began arriving in California for random emission tests. Olsen continued their stamp of approval but held the cars for collateral. As the other mules at the factory in Belfast were disassembled[2] and scrapped, Olsen neglected its DeLoreans. Within two years, DMC was no more and the small engineering company held over a dozen gullwinged cars in its possession.

These came up for auction in 1985. Among the buyers in attendance was former DeLorean Quality Assurance Center (QAC) employee Jim Bates. He'd worked under C.R. Brown (and not without tension). All it took was a glance for Bates to realize the significance of the three pilot cars in the corner of the auction ignored by the other buyers thanks to their scrappy appearance.

These pilots were obviously unique. The electrical system was Lotus. The body molds were Lotus. Parts of the frame were from the Esprit. The stainless steel panels were bolted on differently. Pilots 19 and 20 had unique quarter panels–the parking lights were attached to the ends so that the lights would hug close to the facias. Pilot 21 was the first DeLorean automatic with the shifter still bearing a Renault logo.

Bates decided to buy all three. He took 20. Pilot 21 went to his brother. 19 to an acquaintance. Within the year his brother sold 21 to a friend. The owner of 19 disappeared to Texas. As Bates restored his DeLorean, he lost touch with the other mules and their owners, until 20 years later.

* * * * *

[2] *Even the recently discovered Pilot 25 was a wreck in the corner of the factory before workers decided to send it through the assembly line.*

It is well documented how Sascha Skucek purchased his pilot car on eBay from Jim Bates in the spring of 2001. The two men were separated by 3,000 miles and wouldn't meet for six months when Skucek took the black DeLorean on cross country trip and stopped in to see its former owner. Bates had little information to offer on the other two pilot cars. He had no contact for his friend in Texas. As to Pilot 21's whereabouts, he could only offer a name: Kerwin Ziemer. Last Bates had heard, Ziemer was still living in the area and working for Mitsubishi. But that was years ago.

"It was frustrating," Skucek says. "The weeks slipped to months and years. When I did try to find his name in California, it led to quick dead ends."

The real first DeLorean automatic with the Renault logo on its shifter. The steering wheel is a Renault design, likely changed because the production wheel is smaller.

A Kerwin Ziemer was listed as a soccer referee for a small league near Laguna Nigel in 2002. But no contact information was listed. Mitsubishi was a large corporation with no interest in sharing its employee records.

In April 2006, Bates came up with an address and number for Skucek. A quick call established the line was disconnected. When DeLorean Owners Association President Tony Hilger offered to inspect the residential address, the lead was stopped short again. Ziemer didn't live there. At least not any more, and the new owner refused to release his contact information. Hilger left his name and number.

Within a day, he was surprised to get a call from Ziemer. He'd only moved a few blocks away. Yeah he still had the mule. He'd been hauling it from one residence to the next, never really working on it, always on the verge of being rid of it. Originally, he'd hoped to tear Pilot 21 apart and piece together a kit car with his son.

"And thank God that fell through," Skucek says now. "Enough of these preproduction cars are destroyed or lost as it is."

DeLorean One's Ed Bernstein finalizes the delivery of Pilot 21 to its new owner.

In May, Hilger and Skucek inspected Pilot 21. It was a mess. The car lay in pieces. The upper manifold of the engine had been taken apart. The panels were lined against the wall of Ziemer's garage and the interior was gutted. But Skucek couldn't help but grin as he inspected the identification plates and marveled at the like-new black frame. Under 20 years of dust sat a hardly-used engine.

"In so many ways, it vindicated my car," Skucek says. "People would always say how did I know Jim didn't do this or that to change my car and now, finally, I had another Pilot car to prove that's the way DeLorean employees had pieced it together."

Ziemer was ready to sell, and Skucek already had multiple buyers clamoring for more information. He took them in order and a deal was finalized later that summer.

When asked, the new owner asked to stay anonymous. "I'd like to let it sink in first and then figure out what exactly I want to do," he says. "At any rate, this car is a treasure. The DeLorean Owners Association deserves all the credit for finding it and that's the circle it should stay in."

Early in October the unmarked DeLorean One transport arrived to deliver Pilot 21 to its new home. Even the new owner hadn't expected the goodies that Ziemer included. Along with the prototype gullwing doors, he added production doors and a brand-new windshield in an unopened DMC cardboard box ordered over 23 years ago. As promised, the parts were all there and more.

"Now it's just waiting to be put together," the new owner says with a smile.

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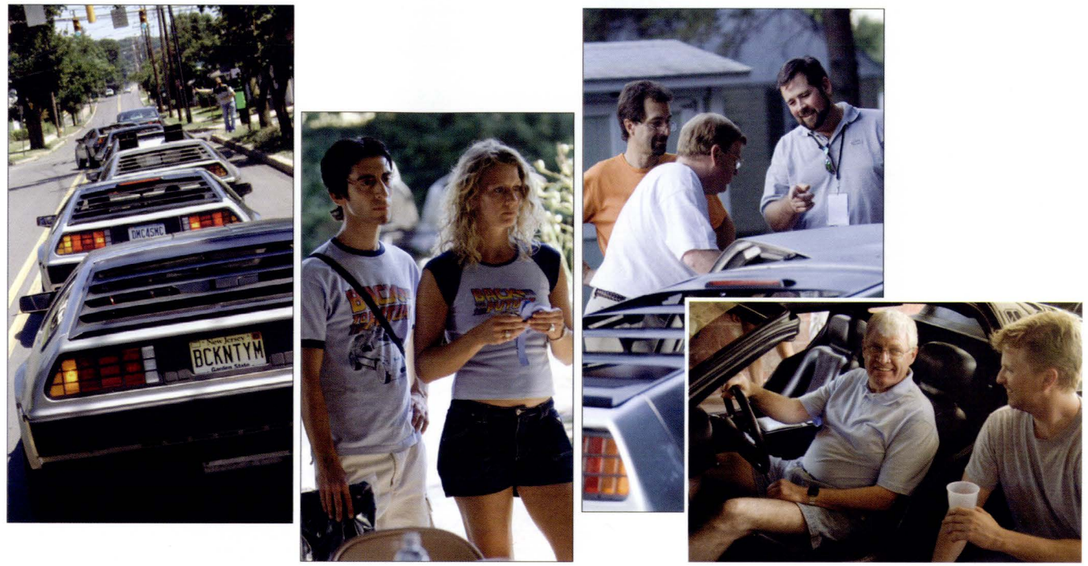
So consider not asking what we can do for you. Ask instead what you can do for the DeLorean Owners Association.

THANK YOU TO THE DELOREAN OWNERS ASSOCIATION MEMBERS WHO MADE THE FOLLOWING EVENTS POSSIBLE.

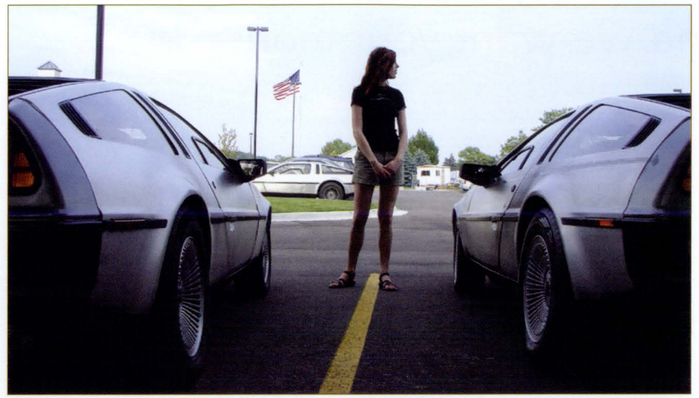
PENNSYLVANIA SUMMER FUN RUN



ARTS CENTER CLASSIC

PHEASANT RUN

Marty Edwards snapped this shot of Suzanne in St. Charles. Of the Association presentation at Pheasant Run he writes, "I was quite impressed by the emotional unveiling of Prototype 1. Suzanne and I haven't had that much fun in a long time."



DMC FLORIDA

SAN DIEGO

Photos courtesy of Kevin Abato, John Dlugolecki, Marty Edwards, Tony Ierardi, and Geoff Ombao.

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July 25, 2006

Editorial Office
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Dear Editor or DeLorean World Magazine,

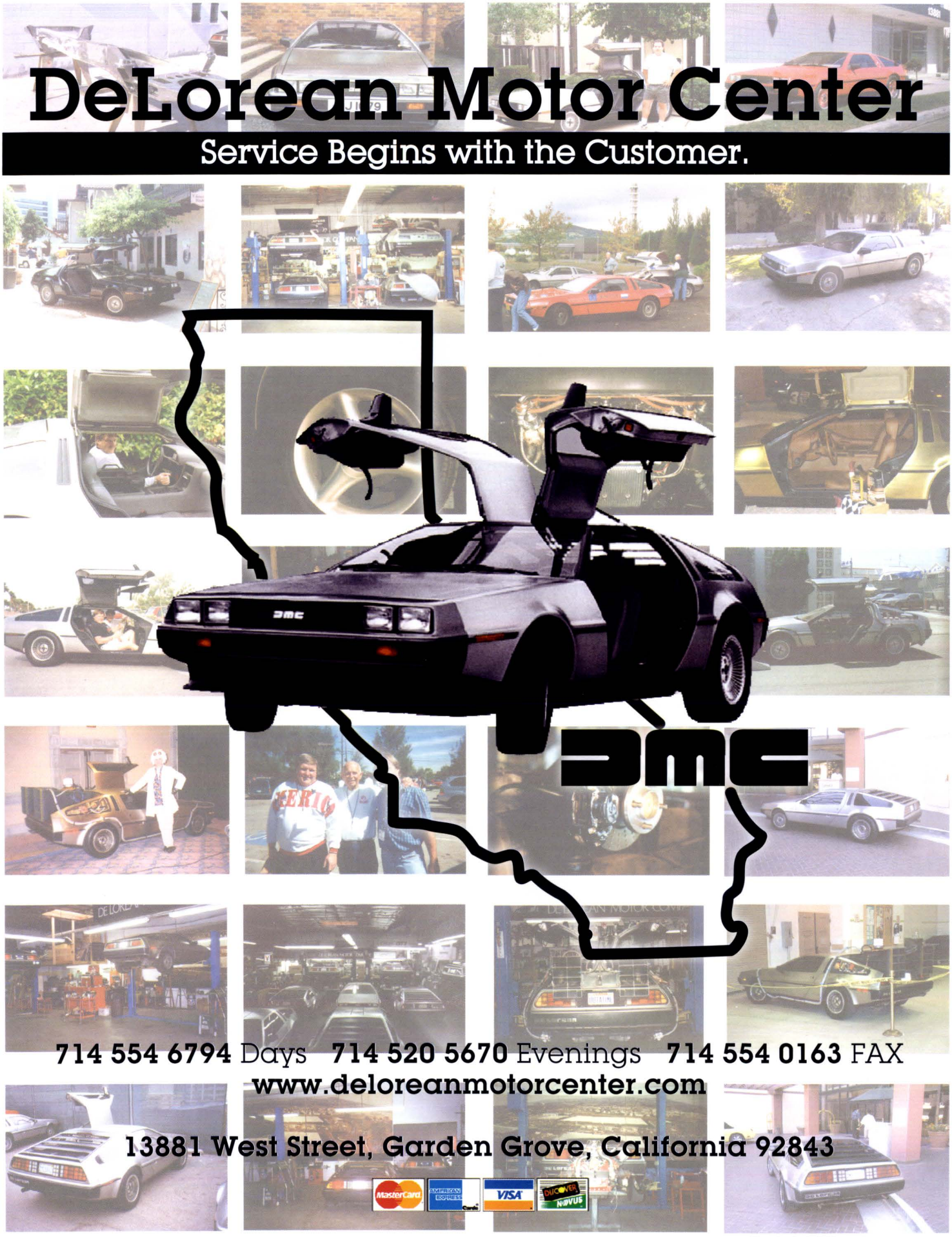
My 1½ year old Granddaughter, Ericka Wall, loves to drive one of Grandpa's two 1981 DeLoreans.

I might be a bit prejudiced, but I thought it was cute enough to deserve a spot in DeLorean World Magazine sometime. If you agree, please consider this permission to use the photo. Ericka and three-year old sister, Emilie, are the daughters of Laura (my daughter) & Rick Wall of Burnsville, Minnesota. Grandpa Chad Lange is a long-time owner and lover of DeLoreans and resides in Owatonna, Minnesota with wife Karin.

Thank you for your time and consideration. I look forward to possibly seeing Ericka in print sometime in a future edition of DeLorean World Magazine, which I always look forward to receiving. Keep up the good work on this high quality publication.

Regards,

Chad Lange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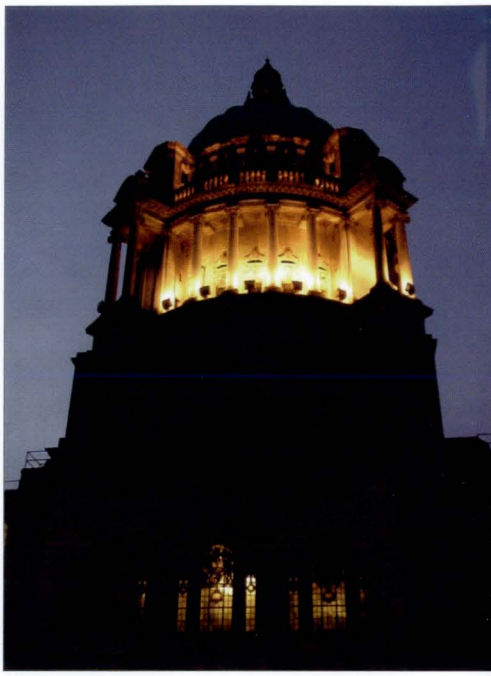
EUROFEST 2006
The Silver Jubilee Celebration

by Ron Ferguson
photos courtesy of Robert Lamrock

This event was one of the most significant celebrations of the automobile since the factory closed. It was attended by enthusiasts from around the world, with an estimated 300 people from 16 countries, and not to be forgotten - 78 fantastic gullwing cars!

The event officially started Thursday evening, with registration and reception at the Europa Hotel. Many renewed acquaintances were made, along with the presentation of car "Pilot 25", owned and restored by local resident Allistair McCann, and a special Back to the Future conversion owned by Brian O'Neil.

Friday morning was the first full day of events, starting at the Odyssey arena complex for the first DeLorean World Autotest Championship. Every person attending with a car (unlike those poor "Yanks" on the bus) participated in a timed drive between a series of markers. Penalties were assessed for crossing a corner, or failing to properly enter an exit box. Those who showed the skill to negotiate the course with ease impressed spectators. Those who got lost after the first marker were also very entertaining.



When completed, the top finishers were:
1. Edgar van Peer, Holland
2. Ed Uding, Holland

Next, a short tour was taken around historic areas of Belfast, which included the shipyard where the infamous Titanic was built. Later, by invitation from the Secretary of State, a visit was made to Hillsborough Castle, a magnificent location where Queen Elizabeth II resides when visiting.

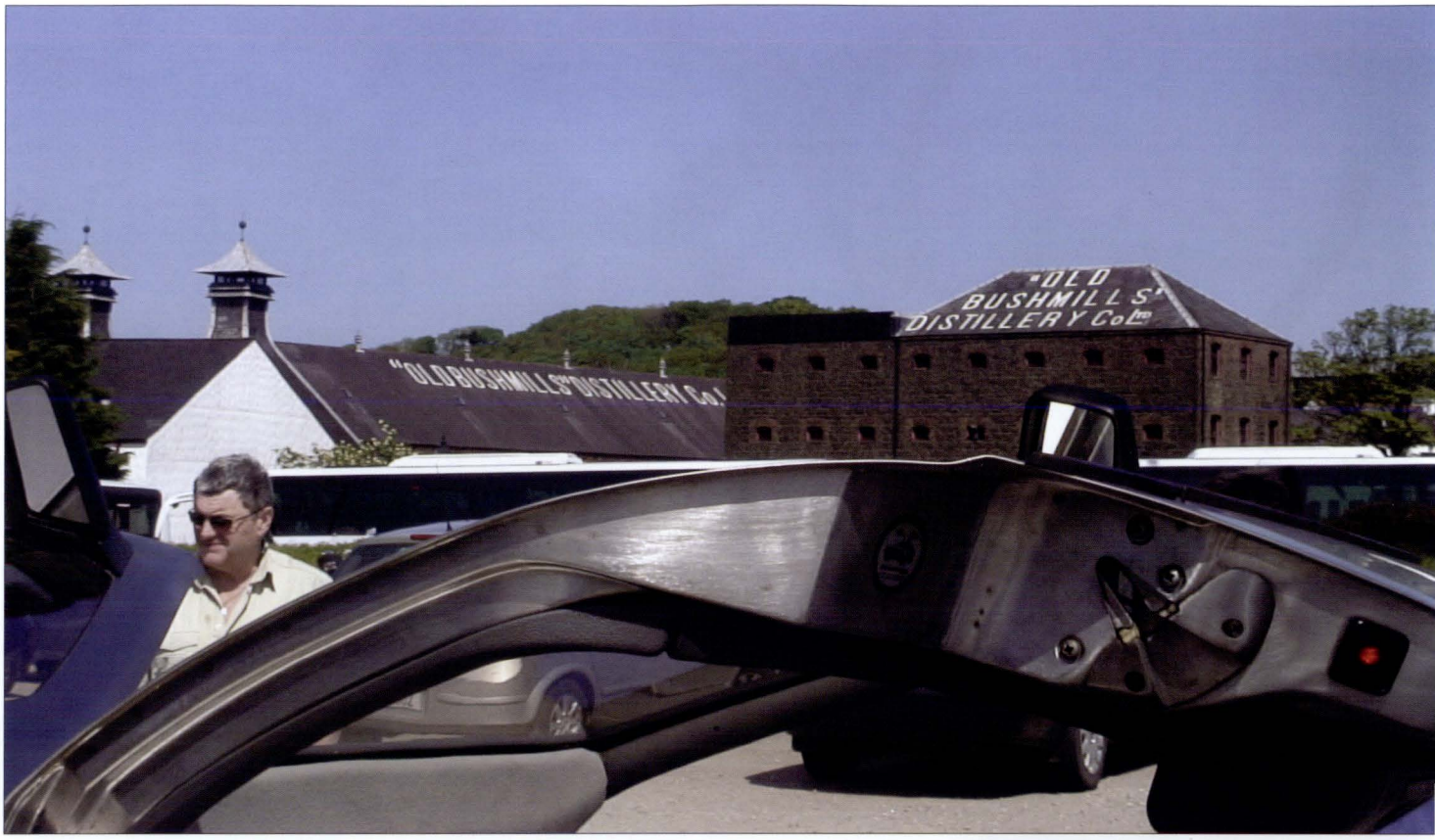
The group then descended upon the new Lagan Island Centre, which is home to the government of the new city of Lisburn. Originally, the factory was in an area next to Belfast but Dunmurry is now within the city of Lisburn.

◀ *Mayor of Lisburn & Lucy Evangelista*

At the main conference hall, Robert Lamrock led an interview of the leading technical experts regarding different aspects of the car, and to what an owner should pay attention. This was followed by an interview of Joe Murray, known as one of the early hire company employees. He reminisced about the days he worked at the best job he ever had.

Robert later showed never-before-seen video of an interview with John DeLorean, revealing new insight into what happens behind the scenes in politics and business.

A products fair followed, with vendors answering questions and selling various goods.



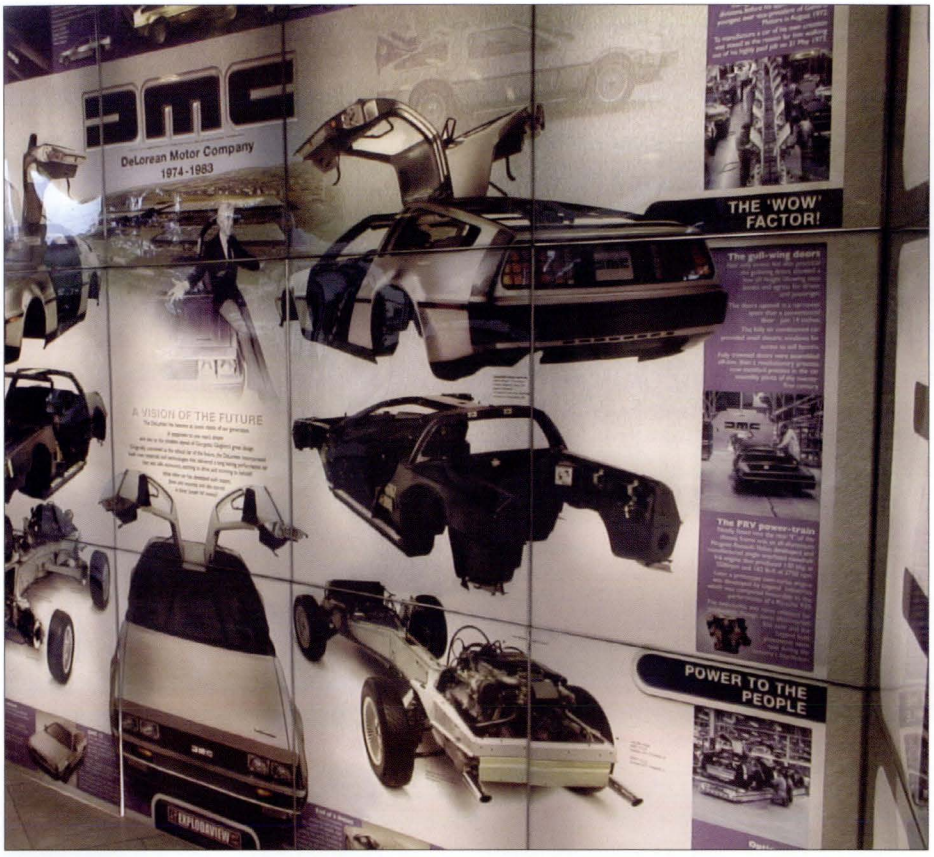
That evening, a reception and dinner was held at the Belfast City hall. A grand welcome was given by the Right Honourable the Lord Mayor of Belfast, Councillor Wallace Browne, who spoke with reflection on the history of the company, along with thoughts on what could have been if not closed.

Saturday Morning was the big day for cars to return to their birthplace. Members of the DeLorean Owners of Ireland managed the test track. The club spent considerable time in previous weeks to clean up and prepare it for this day. Working as flag teams, this group continued to make the event enjoyable and safe for every driver and rider. Many attendees also enjoyed helicopter views of the factory.

Former factory worker George Crane provided plant tours, showing where each step of assembly was made. Some cars later entered the factory, so they could again drive out the door where they first saw daylight.

The favorite Ulster Folk and Transport Museum was visited, as was in Eurofest 2001. Here the Concours was held, with fine cars proving a challenge to the judges. The results were with first place going to VIN 4349 Michiel Bohmer (Holland), second to VIN 4333 Tony Openshaw (England), and third to VIN 5930 Adrian Rice (Northern Ireland).

For the People's choice selection, first place went to VIN 5641 Stuart Nicholls (England), second to VIN 1179 Hank Wolfgang (Germany), and third to VIN 11613 Jordan Rubin (Germany).



The night ended with a Gala Dinner and speeches at the Lagan Island Valley Centre. The Mayor of Lisburn, The Right Worshipful the Mayor, Councillor Jonathan Craig, spoke honoring the attendees, and thanking them for making the event a success. Awards were presented, and some very nice prizes auctioned off.

Sunday was the final day of the event. A large caravan of cars made a visit to the Giants Causeway, along with a tour of the Bushmill's Distillery. Two additional awards were made; one for the person who traveled the furthest to the event, Andrew Prentis from Australia, and to who drove their car the furthest, Adrian Roth from Germany.

Upon reflection, even the little things were memorable. A police escort was provided for the group, so at every intersection, stopped crowds would gaze upon the continuous stream of stainless steel. Meeting friends every five years was cause to close the hotel pub in the wee hours of the morning. There were many interesting conversations, when you also consider cultures and languages spoken. Ultimately, the privilege to visit, and again meet the courteous people of Northern Ireland, is something that will never be forgotten.

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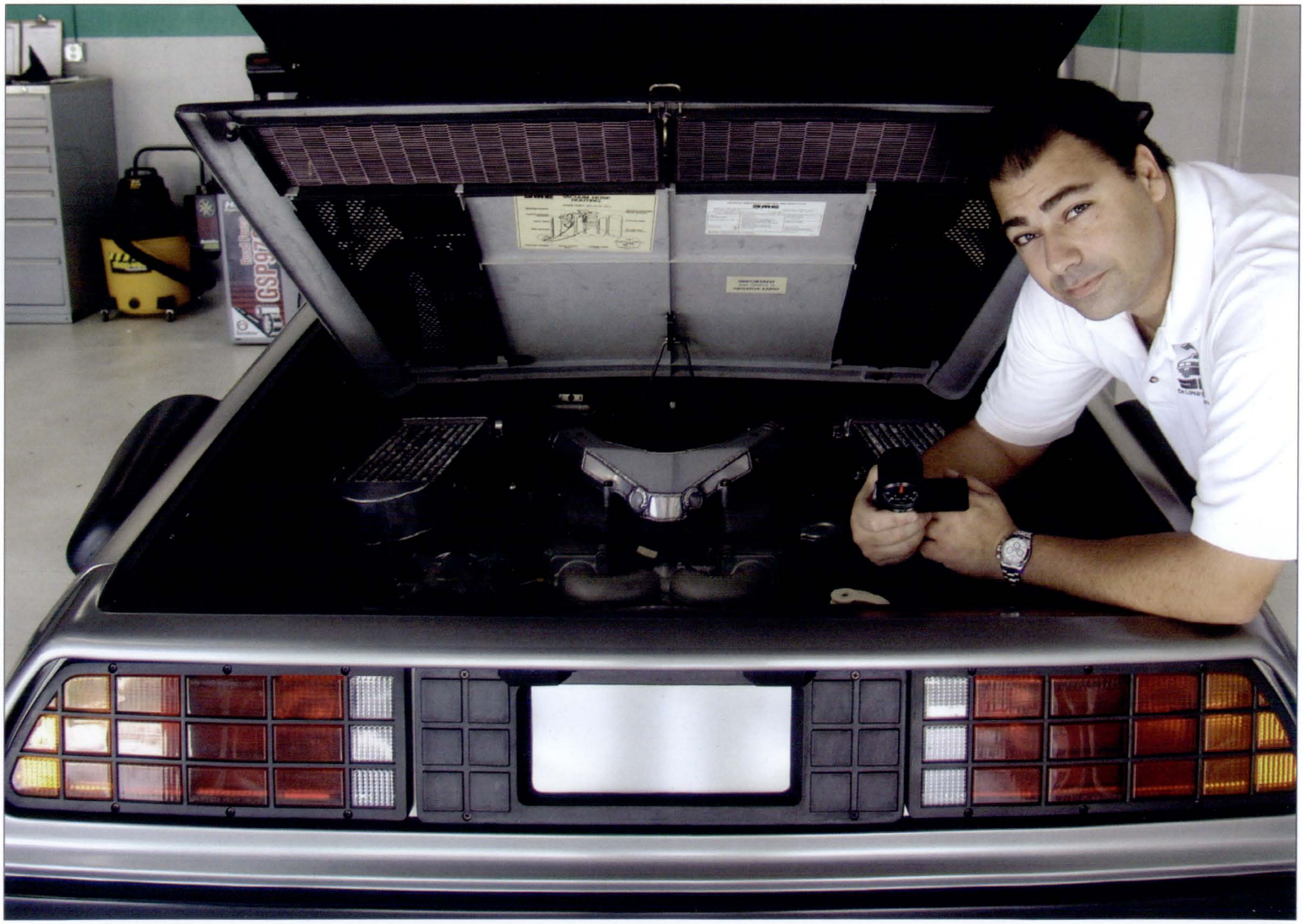
When Tony Ierardi first started the engine of Prototype 1 to an excited crowd last summer, all eyes were on him. And yet, the most remarkable sight at that moment was the look of pride on Bill Collins' face. The engineer lit up and shook his head a little. A smile crept on his face, and his eyes beamed. He put his hands together and applauded. The man who had built the dream for John DeLorean was admonishing the man who now kept it alive. And later, as the flashes from cameras were constant and the crowd surrounded Ierardi to ask him questions, the good engineer unhitched one of the stantions, stepped forward and touched his achievement. Then he opened the gullwing and sat down behind the wheel. Ierardi watched with fascination and the crowd was delighted. "Had it been anyone else, I would have stopped them immediately," Ierardi says. "But this was Bill Collins. What could I do? It's his car." And as the inventor touched the wheel, a look of nostalgia came over his face. His eyes lost sight of the cameras around him as he thought back to the days when John DeLorean asked him to take the automotive ideal and make it standard. To realize a beautiful vision.

BREAKING AWAY

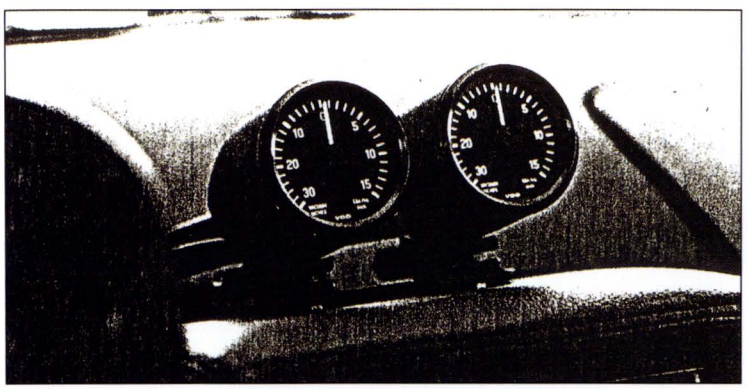
by Sascha Skucek
images courtesy of Tony Ierardi

Five years after Rob Grady sat in a Hollywood restaurant eating sushi and cold Saki to celebrate his acquisition of Twin Turbo DeLorean 502, Tony Ierardi arrived early at JFK Airport in New York City. It was 12:30pm, and his flight didn't leave for another three hours. He decided to hunt for a bite to eat but the sports bar and fast food didn't interest him. Instead, he finally settled on a cozy little martini restaurant with big blue chairs called Deep Blue Sushi. He made himself comfortable before delving into the Legend Turbo literature he'd received from Grady. It wasn't until he ordered his sushi and looked around that he realized the parallel of his experience. With a large grin, he decided that yes, this was his celebration. He was the proud new owner of 502. Cars like this had always been a childhood fantasy. Nothing more. But here he'd found two unicorns.

▼ *Tony Ierardi leaning over the Twin Turbo engine holding the original turbo brackett missing one gauge.*



▼ *The original boost guages mounted on the dash.*



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"502 was like a mythical creature you hear about," Ierardi says, remembering 1990 when he first joined the DeLorean Owners Association and saw a picture of the original turbo DeLorean. "It wasn't something you could buy. I didn't even know who had it and couldn't imagine what someone would want for it."

Before he bought his first DeLorean in 1994, Ierardi mused about Prototype 1 and 502. If there were DeLoreans to have, these were the ones. "But I didn't obsess over it," he says. "It was like a unicorn. Wouldn't it be great to have one of those?"

But the last years of the century were dark for Ierardi. He sold his car and lost his father Pat to lung cancer[1]. It was his marriage to Elizabeth and his beautiful new daughter Alexa that helped him pick up his life and work and qualify his ambitions. By 2003 he'd reacquired DeLorean 6041-the same car he and his father had bought together. He took an interest and became reinvolved in the community. He learned that Grady now owned 502.

"I remembered being in Ed's shop," Ierardi says, thinking back 12 years when DeLorean One repaired and updated his first gullwinged car. "He told me I'd be successful when I figured out what I wanted to do. I looked around and decided that this is what I want to do."

By 2005 Ierardi bought the first DeLorean prototype[2] . Two months later he opened DMC Florida, arguably the cleanest and most-modern DeLorean repair facility in the world, echoing his perfectionist habits.

[1] *See the Winter 2003 Issue of DeLorean World, p. 16*
[2] *See Summer 2005 Issue of DeLorean World, p. 8*

▲ *At over 36,000 miles, the suprisingly clean underbody and frame.*

Then, a few months ago, Ierardi heard that PJ Grady Inc. was looking to sell some of its cars and he inquired about 502. Rob Grady, still swamped with work and projects, decided it might be time to move inventory. It was a difficult decision, but he didn't know when he would find the time to fully restore 502. "I figured Tony would be the guy to sell it to since he planned to finish it," Grady says with melancholy. The Twin Turbo DeLorean was his baby, but he was well aware of Ierardi's restoration of Prototype 1 and knew it would be a good home.

The two DeLorean vendors met in Long Island to make a deal. Ierardi inspected 502 carefully. "Chris Nicholson[3] had done the body so I thought it should be just about perfect," he says, "and it was. Rob had had the hinges powder coated. I'd read about how he had the gullwing doors closing and it's really incredible. I closed the driver's door. Smooth and click. He'd definitely done a lot."

Ierardi knew the car had 36,000 miles on it, but when he first sat in the seat and read **36,041** on the odometer, his heart skipped a beat. "Call it numerological irony," he says. Pleased with its condition, he bought the car. It was the first car he bought since his son Pat--named after his grandfather–was born.

[3] *Nicholson is considered to be one of the best experts in stainless steel panel restoration and did the work on Prototype 1 in 2005*

Left is some work on the frame and interior. Grady agreed with Ierardi that the cylinder heads should be pulled and inspected; however, 502 started without stutter and managed close to 200 Horsepower and 5 lbs of boost in front of DMC Florida. The tuning has yet to begin. According to Dellis, the car once performed with 320 Horsepower at 18 lbs. of boost.

"You know I'm into it," Ierardi tells me unable to hide his enthusiasm. "When I'm done with 502 it's going to be crazy, because I'm into this car more than Proto."

TABLE II

PERFORMANCE TEST RESULTS

NATURALLY ASPIRATED VEHICLE NO. 530	
Time to distance, sec:	
0 - 100 ft.	3.35
0 - 500 ft.	9.25
0 - 1320 ft.	17.65
Speed at end of 1/4 mile, MPH	76.50
Time to speed, sec:	
0 - 30 mph	2.80
0 - 60 mph	9.65
TURBOCHARGED DE LOREAN NO. 502	
Time to distance, sec:	
0 - 100 ft.	2.90
0 - 500 ft.	7.98
0 - 1320 ft.	15.07
Speed at end of 1/4 mile, MPH	89.10
Time to speed, sec:	
0 - 30 mph	2.00
0 - 60 mph	6.44

The 6.44 seconds listed here was on a low boost run. Of the 182 pages from Legend Industries that Ierardi received along with 502, it is clear that multiple test runs were made at various boost settings.

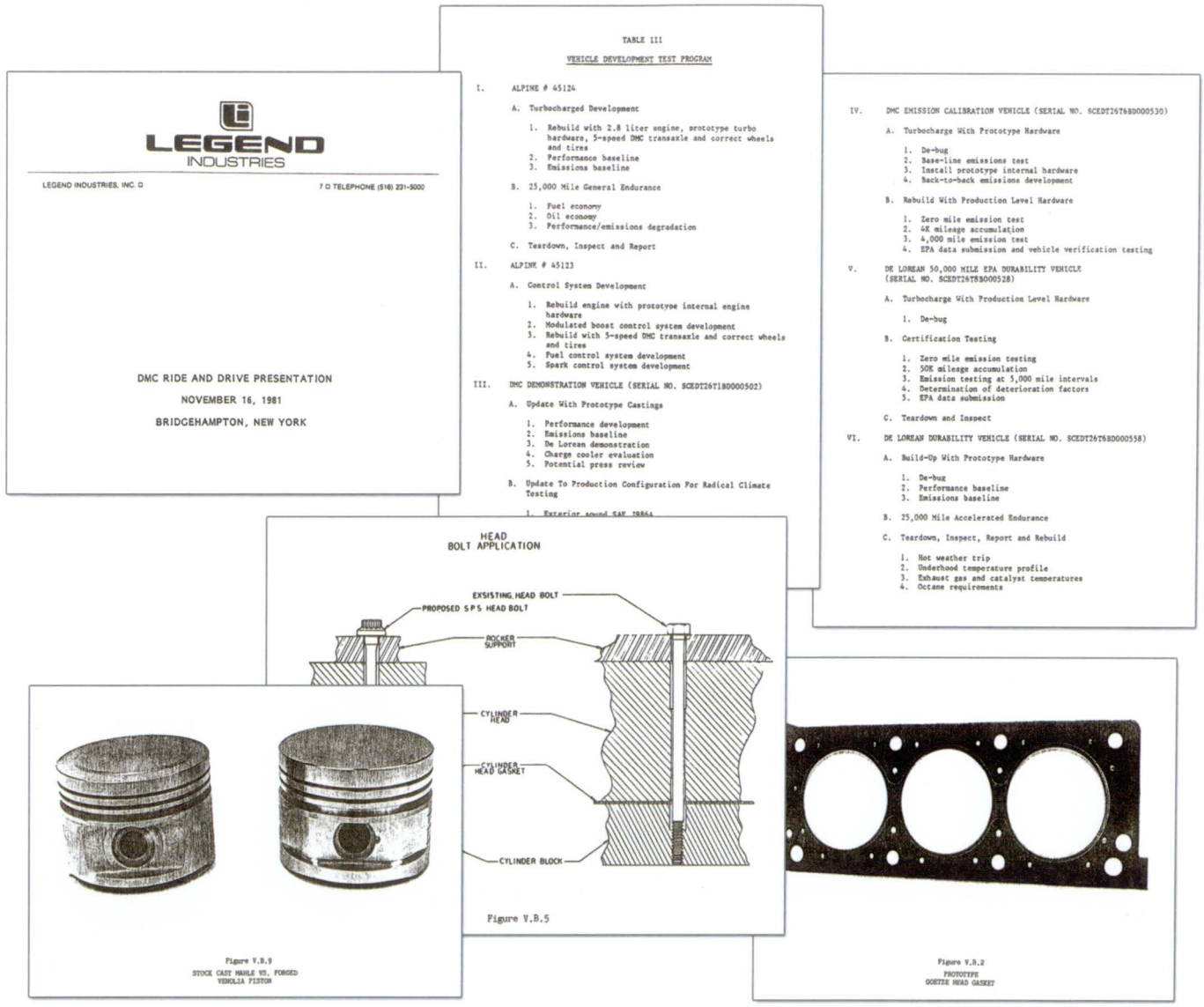
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TABLE III
VEHICLE DEVELOPMENT TEST PROGRAM
I. ALPINE # 45124
A. Turbocharged Development
1. Rebuild with 2.8 liter engine, prototype turbo hardware, 5-speed DMC transaxle and correct wheels and tires
2. Performance baseline
3. Emissions baseline
B. 25,000 Mile General Endurance
1. Fuel economy
2. Oil economy
3. Performance/emissions degradation
C. Teardown, Inspect and Report
II. ALPINE # 45123
A. Control System Development
1. Rebuild engine with prototype internal engine hardware
2. Modulated boost control system development
3. Rebuild with 5-speed DMC transaxle and correct wheels and tires
4. Fuel control system development
5. Spark control system development
III. DMC DEMONSTRATION VEHICLE (SERIAL NO. SCEDT26T1BD000502)
A. Update With Prototype Castings
1. Performance development
2. Emissions baseline
3. De Lorean demonstration
4. Charge cooler evaluation
5. Potential press review
B. Update To Production Configuration For Radical Climate Testing
IV. DMC EMISSION CALIBRATION VEHICLE (SERIAL NO. SCEDT26T8B000530)
A. Turbocharge With Prototype Hardware
1. De-bug
2. Base-line emissions test
3. Install prototype internal hardware
4. Back-to-back emissions development
B. Rebuild With Production Level Hardware
1. Zero mile emission test
2. 4K mileage accumulation
3. 4,000 mile emission test
4. EPA data submission and vehicle verification testing
V. DE LOREAN 50,000 MILE EPA DURABILITY VEHICLE (SERIAL NO. SCEDT26T8B000528)
A. Turbocharge With Production Level Hardware
1. De-bug
B. Certification Testing
1. Zero mile emission testing
2. 50K mileage accumulation
3. Emission testing at 5,000 mile intervals
4. Determination of deterioration factors
5. EPA data submission
C. Teardown and Inspect
VI. DE LOREAN DURABILITY VEHICLE (SERIAL NO. SCEDT26T6BD000558)
A. Build-Up With Prototype Hardware
1. De-bug
2. Performance baseline
3. Emissions baseline
B. 25,000 Mile Accelerated Endurance
C. Teardown, Inspect, Report and Rebuild
1. Hot weather trip
2. Underhood temperature profile
3. Exhaust gas and catalyst temperatures
4. Octane requirements
HEAD
BOLT APPLICATION
EXSISTING HEAD BOLT
PROPOSED SPS HEAD BOLT
ROCKER SUPPORT
CYLINDER HEAD
CYLINDER HEAD GASKET
CYLINDER BLOCK
Figure V.B.5
Figure V.B.9
STOCK CAST MAHLE VS. FORGED VENOLIA PISTON
Figure V.B.2
PROTOTYPE
GOETZE HEAD GASKET

His scrutiny has already discovered that the current boost gauges in the car aren't original. After showing Grady pictures from Legend with black gauges, both agreed that the stainless steel gauges are actually meant for 530. Grady still had the bracket and one of the originals.

"Cosmetically, the car is almost done," Ierardi says. "You could put it in a car show and people would say wow as long as they don't look underneath."

Like any DeLorean that's been driven, there's an amount of undercarriage wear and tear. Surface rust and heat tarnish need to be addressed on the frame, a restoration process Ierardi's already begun. The interior needs some repair. Next comes the removal of the engine and drive train. *Road & Track Magazine*[4] tested the car and claimed 0-60 mph in 5.8 seconds, almost twice the acceleration of a production DeLorean. And while Ierardi plans to restore 502 to its original pristine condition, he intends to match or maybe even improve that time.

[4] *December 1984 issue*

This was the car presented to John DeLorean by Fred Dellis. It was the prototype, something with which Ierardi is becoming all too familiar. His presence is easily felt, with a tall, broad frame and pitch black hair. And behind his warm smile and deep blue eyes, a fire burns. He believes in the DeLorean and has found his unicorns. He's taken the reigns and broken away from the rest of the DeLorean world, driven with an obsession towards something good. Something pure. Something worth doing. It's no accident that the last DeLorean ever sold, 502 and Prototype 1 now sit in his "Ferris Bueller room", a black-marbled floor museum in his home in Florida. It was especially built to house Ierardi's prize cars. Amidst the trophies and 42-inch plasma TV, three spots are set aside for vehicles. The Lamborghini and Ferrari are gone, and now it's all DeLorean. With news of his latest acquisition spreading, a customer recently told him that all he was missing now was a gold car. "I'm working on it," Ierardi says kiddingly with a wink and a grin. But he's not.

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DELOREAN OWNERS ASSOCIATION MEMBER

DELOREANS DEBUT AT WINTER PARK

by Ken Baker

This past October DeLorean made its first appearance at Winter Park, Florida's prestigious Concours. Six cars were entered for the driving tour and judging. The six DeLoreans were amongst 250 spectacular collector cars. The featured manqué was the spectacular Mercedes-Benz 300SL gullwing and it only seemed fitting that our favorite cars made an appearance.

For me, participating in an event like this was fulfilling a life long dream. Since I can remember, my two favorite cars were the Rolls-Royce Corniche convertible and the DeLorean. At this show, I had both of my cars on display and both were judged. My Rolls-Royce placed first place for Best in Class for a Classic Rolls-Royce. The DeLorean placed second. I was thrilled to go home with an award for each car. Brandon Shelton took first place for his beautifully maintained DeLorean.

I've been in the automobile business for 18 years and fortunate enough to have driven almost every car made; however, since I graduated college in 1988 I rarely had come in contact with a DeLorean. My fascination began when I was in high school. A friend had given me a copy of *On a Clear Day you can see General Motors.* I was intrigued with the insight to the automotive industry and how this brilliant engineer and marketer had risen to the top only to leave and start his own car company. When the DeLorean was introduced my friends and I went to the dealer just to look at the car. I was so in love with it that I talked my father into going to look at it just so we could get a ride. I will never forget that day and thinking "one day I will have one." My fascination with the car and its creator never ended.

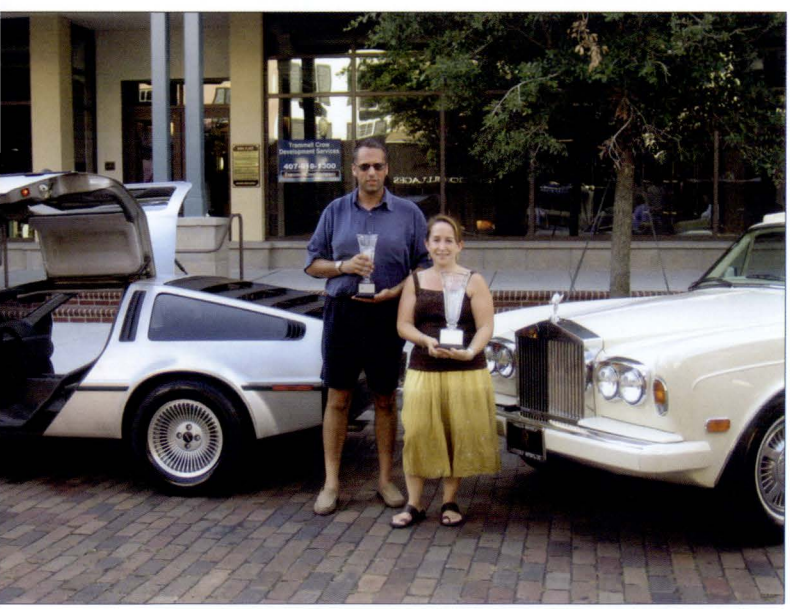
I grew up in New Jersey in the general area where John DeLorean lived. I was selling BMW's when I met a woman who wanted to buy a car on our lot but kept telling me she needed John's opinion. She kept on referring him. Finally I asked, "who is this John, your boyfriend or something?" Her reply was, "No, John DeLorean. I am his personal assistant." I couldn't believe it! I had just bought the DeLorean autobiography and I

continued on pg. 40

DELOREANS DEBUT AT WINTER PARK

continued from pg. 39

had it in my car. I asked her if she would have it autographed for me. Her reply was, "no, you can ask him yourself. Why don't you bring the car by his house? That's where I work." I was actually going to meet the man whose career I had followed, studied, and admired. The following day I drove to Lamington Farms in Bedminster, New Jersey and met John DeLorean. I will never forget that day and the lasting effect it had. I met John



four other times, and it makes ownership of my DeLorean very special.

As we approach 25 years since the company went out of business, I never really thought of owning one. About a year ago I read an article in Forbes about Stephen Wynn and what he was doing with DeLoreans. Once I learned that a facility in Naples, Florida was opening I realized I could finally own this car since a service outlet and a parts distribution center made it more possible. Through months of research, I decided to purchase 11055 through DeLorean Motor Company in Houston. I only wanted a grey interior 5 speed, and they had one just refurbished. My 16,000 mile car started life in Texas, was sold to a collector in Chicago and eventually purchased by DMC and sold to me. I thought I would drive it on weekends and when I got over having it, I would sell it. But something happened along the way. I fell in love. I now drive my car about 3-4 days a week. I couldn't imagine selling it now.

When Brandon Shelton called me and asked if I would be interested in showing it at Winter Park I jumped at the opportunity. I already planned on going with my Rolls-Royce and I figured it would be twice the fun having both cars there. Although taking two cars to a concourse is a lot of work, it's very rewarding.

Having a Rolls-Royce and a DeLorean are a lot of fun but for very different reasons. People are afraid to talk to you in a Rolls-Royce; they think you will be a snob. I am not. In the DeLorean, it seems everyone approaches me. At Winter Park I was subjected to something I never imagined. There is a genuine love for this car even outside of the DeLorean community. So many people asked questions and knew the history of the car and its creator. I am convinced that the popularity and values of these cars are on the upswing. The more the public sees the DeLorean the more they are in love with them. Winter Park now has a DeLorean class, hopefully it will continue and we will be back again next year.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . . 6.3 seconds
- Top Speed . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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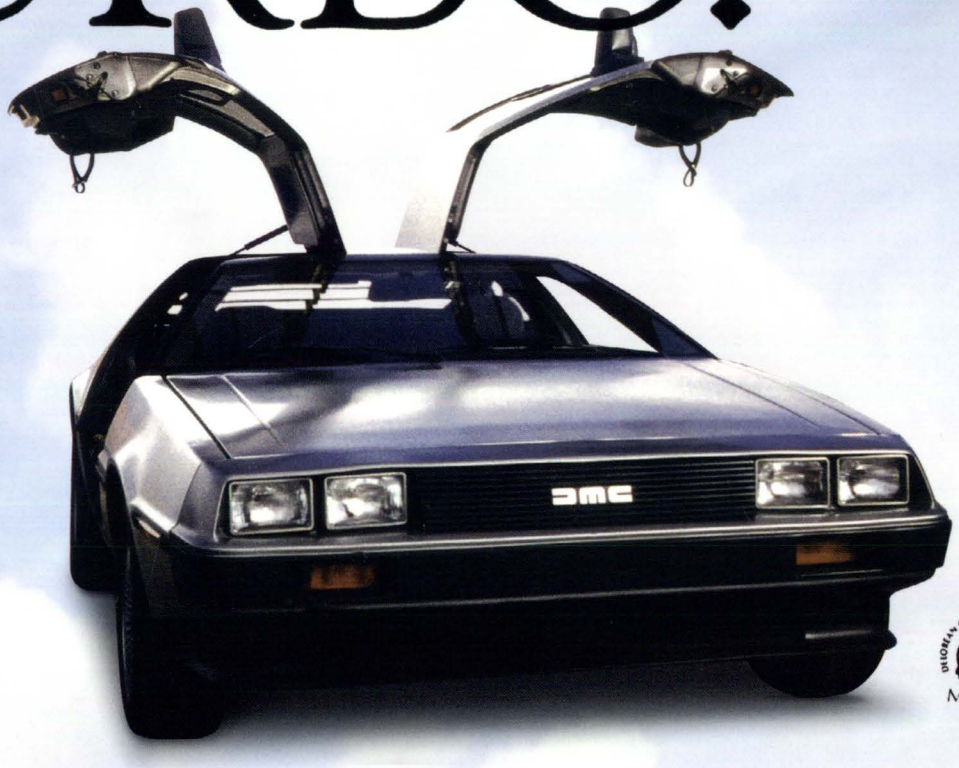

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